

IN THE SPECIFICATION:

Please amend the specification as follows:

Q1 [0017] This object is achieved by a steering column for a motor vehicle having a steering shaft rotatably mounted in a tubular jacket, wherein the tubular jacket is secured in use at a vehicle bodywork end on two rails extending substantially in an axial direction, the tubular jacket being guided between the rails in the event of an axial displacement, wherein at least one rail is provided with at least one deformation element plastically deformable and secured at least at one end on the respective at least one rail, with absorption of energy, in the event of an axial displacement of the tubular jacket in case of a crash in a manner such that the respective at least one deformation element is deformed by rolling friction via deflector structure fixedly disposed on the tubular jacket.

Q2 [0035] Respective rails 9A, 9B for vertical displacement are articulated on the holder ~~B~~ 8. The securing and releasing of the longitudinal and vertical adjustments takes place here by a lever 10, though in the cross-sectional view according to Figure 1 this lever ~~16~~ 10 is shown only at the points of its articulation on the two clamping bolts 7A, 7B. This lever 10 is disposed in each case on a cam disc 11A, 11B, which in turn are each connected to a further cam disc 12A and 12B respectively. If the lever 10 is now actuated, the cam discs 11A, 12A and 11B, 12B respectively are adjusted relative to one another in a manner such that either a

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play is released, and a longitudinal displacement of the steering column 1 along the rails 4A and 4B thus becomes possible, or a vertical displacement via the rails 9A, 9B is possible, or the cam discs 11A, 12A and 11B, 12B respectively are fixed or clamped relative to one another.

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[0036] "Cam disc" is here understood as meaning, in each case, a disc having a profile which allows play between adjacent structural elements in a first position of the disc and produces a clamping effect, for example as a result of a raised portion, in a second position.

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[0040] The clamping bolts 7A, 7B of the clamping region engage through the slots in the rails 4A, 4B, as a result of which rear guidance of the clamping bolts 7A, 7B is guaranteed. In their front region, facing the vehicle occupants, the rails 4A, 4B are guided in a box section 13, which is connected to the front holder B 28.

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[0049] Furthermore, the desired level of energy to be absorbed by the sheet metal strips 14A, 14B can be set by varying the radii of the bolts 15A, 16A and 15B, 16B respectively, the distances apart of the bolts 15A, 16A and 15B, 16B respectively, and the distance from the housing edge 17 of the tubular jacket 3, which edge can also serve as a deflection means. Moreover, the sheet metal thickness and the strip width of the sheet metal strips 14A, 14B can be varied and thus adjusted to the respective requirements.